

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:21 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 075 Const Calendar Day: 884 Date: 09-Feb-2012 Thursday

Inspector Name: Altamirano, Victor Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 40 - 50 12 PM 40 - 50 4PM 40 - 50**Precipitation** **Condition** Partly SunnyWorking Day ☒ If no, explain:**Diary:**

Dispute

**Cable Hauling**

Inspector: Victor Altamirano (12 hours total including 4 hours OT. Note that on my timesheet I spread the hours during the week and charged 2 of the 4 hours to Wednesday (2/8))

Dated: 2012-02-09

West End Operations:

8am – Floated strand # 31

SDS – Variety of workers from Matt &amp; Jerry group helping removing a 360 degree twist from strand # 31.

NDS – Matt Holts crew also helping remove a 180 degree twist in the clockwise direction.

•Yesterday another CT engineer indicated that a gap @ the last half divider plate on the SDS (2nd divider plate from the bottom) had a gap @ the seam in the castellation. I took a measurement of 3.5mm to 4mm which is less than 5.4mm of the wire diameter. No issue. I verified another gap on the NDS and it measured about 5.5mm to 6mm. I informed ABF engineer and foreman and the foreman indicated that they will try to close the gap as much as possible on divider plate G-47. I informed CT leads. ABF attempted to close the gap as much as they could but they were not successful. Gap will stay at about 5.5 to 6mm. Issue closed.

•Strand # 30 was installed yesterday.

NDS: No cross-wire(s) were observed, some gaps between wires and migrating in and out wires.

SDS: No cross-wire(s) were observed, # 5 wire over laps # 4 wire in about a 3 feet length.

•Strand # 31 installed at 9:48am at Jacking Saddle. Observed workers chasing out a slack wire and position it into the right location. Centerline of strand # 31 is about 15cm North of the centerline of Jacking Saddle. No cross-wire(s) and all 11 front wires are in the same plane.

•About 10am, forming completed at NDS for strand # 31. Observed paint chipping off the divider plate halves and the steel is exposing bare metal along the edges of the same divider plate. Informed ABF engineer and it was agreed that this area where the steel was exposed can be painted after strand installation given the area would not be covered by any strand. Issue will be resolved at a later time.

•Forming completed at SDS about 10:45am. Workers are removing tape from the front face of a previous installed strand that will sit against strand # 31. About 11:03am, workers were installing strand # 31 at the SDS near the top working down the SDS. Wires were collapsing during the installation; workers are removing tape from strand # 31 in the adjacent area of the strand that was being installed. Strand lost tension during installation. Observed wires moving relative to one another as workers try to put the collapse wires in the correct configuration. Per ABF engineer, strand was installed without tension because the restraint brackets used to push the strand into the slot were too large to use when a divider plate half is directly below a strand getting installed. It was confirmed that the next strand # 32 will have tension during installation. Per ABF engineer, the technique used to install strand # 31 may not be used again given that it took another 45 minutes to install and wires were collapsing and workers had to re-knife and reform the strand to maintain its shape and wire configuration. ABF may decide to remove the post to allow them to use the restraint brackets and therefore allow workers to maintain tension on the strand. Per



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ABF engineer, removing the temporary posts along the deviation saddles may not be used because of the time it takes to remove and re-install the posts.

- NDS: Installing from the middle working outward.

- 11:42am – Hauling completed for # 32.

- 1pm: About 95% of strand #31 was installed @ SDS. I observed no visible cross-wires in the front face of the strand and some migrating wires. No issue.

- 1:20pm: Connecting PWS clamp on strand # 32 on the south side span.

- 1:25pm: Completely installed # 31 at the SDS & NDS. At the NDS, no crosswire(s) observed in the front face of the strand, some migrating wires including the bottom wire migrating in.

- 1:35pm: Prepping to float strand # 32. Observed a 360 degree twist on strand # 32 near the jacking saddle and near the 2nd torpedo clamp.

- 3pm: Workers are forming at SDS & NDS. Also observed that the twist mentioned earlier was removed. Issue resolved.

- 2:23pm: Forming completed at Jacking Saddle for strand # 32.

- 3:42pm – Strand # 33 is currently hauled up to the North transfer arm.

- Per ABF engineer, tension rods were tensioned today after lunch after # 31 was installed.

- 4pm – Installing # 32 at SDS, some forming and tapping is being conducted here.

- 4:05pm – Connecting PWS clamp to # 32 at the south side spans.

- 4:15 – Strand # 33 installed at north transfer arm.

- 4:30 – Adjusting arms installed just north of SDS on strand # 32.

- 5:15 – strand # 32 installed at SDS and NDS (both completed installing about the same time).

- Strand # 32 – At NDS, no crosswire(s) on the front face of the strand and no permanent tape was kept on the strand. At SDS, bottom wire migrates in and tape was permanently kept on the strand after installation. At the jacking saddle, observed no cross wire(s) on the front face of the strand. Centerline of strand # 32 was about 12mm south of the centerline of the jacking saddle (5:15pm).

- 5:28pm – Prepping to float strand # 33 at west loop.

- 5:48pm – At jacking saddle, observed workers torching part of the restraint system. A crane from the OBG deck was used to suspend a hydraulic rod. Few days ago, I informed ABF engineer about bent hydraulic rods and today they addressed it. About 6:01pm, replacement rods were installed. Issue resolved.

- 6:08 – Strand # 33 completed hauling and workers are prepping to float the strand.

- Observed a wider roller had been installed at the NDS on the top of the saddle.

- Observed workers removed twist prior to floating.

- PWS clamp being installed on strand # 33.

- 6:35 – PWS clamp was being installed on # 33 at the south side span.

Hours Worked for Iron workers: 12 hours total.

Workers:

Matt Holt (Foreman)

Andy Zhen

Jonathon Biskner

Pablo Ramirez

Lonny Candelaria

Jerry Kubala (Foreman)

Paul Mata

Rigovento Garcia

Ryan Nash

Joseph Stone

James Benninghove (Foreman)

Tony Miranda

Michael Draper

Michael Portillo

Scott Smith (Superintendent) & Levi Gatsos (ABF engineers) were present.

Possible welders late in the night were Rick Sparks, Rich Clayborne (Foreman) & Jose Torrez.

04-0120F4

Bid Item: 067

C-PWS-001.067

Install & Adjust PWS 1-5

AMERICAN BRIDGE/FLUOR, A JV



ddrRptbyBidItem

## Daily Diary Report by Bid Item

Job Name: 04-0120F4    Inspector Name: Altamirano, Victor    Diary #: 075    Date: 09-Feb-2012    Thursday

Labor								
Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	FOR	MATTHEW HOLT	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	PAUL MATA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL DRAPER	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL PORTILLO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	Tony Miranda	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	RYAN EVANCHIK	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	JAMES BENNINGHOVE	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	RYAN NASH	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	JERRY KUBALA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
<b>04-0120F4    Bid Item: 067    C-PWS-011.067    Install &amp; Adjust PWS 11-15</b>								
AMERICAN BRIDGE/FLUOR, A JV								

### Attachment



Divider PL halves showing bare metal and paint chipping along the edge at some locations.



Divider PL halves showing bare metal and paint chipping along the edge at some locations.



DIVIDER PL G-47 - 5.5mm minimum gap between adjacent divider plate near the edge of the NDS

NDS - Observed a larger roller had been recently installed near the top of the NDS. Previous longer and skinnier roller was damaged.

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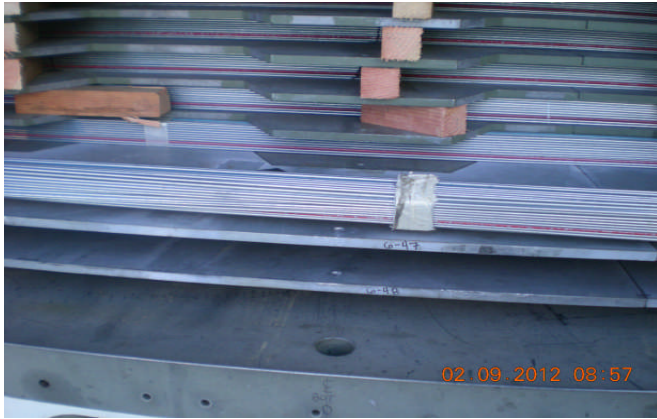
Job Name: 04-0120F4

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DIVIDER PL G-47 - 2nd divider plate from the bottom



DIVIDER PL G-47 - 5.5mm minimum gap between adjacent divider plate near the edge of the NDS